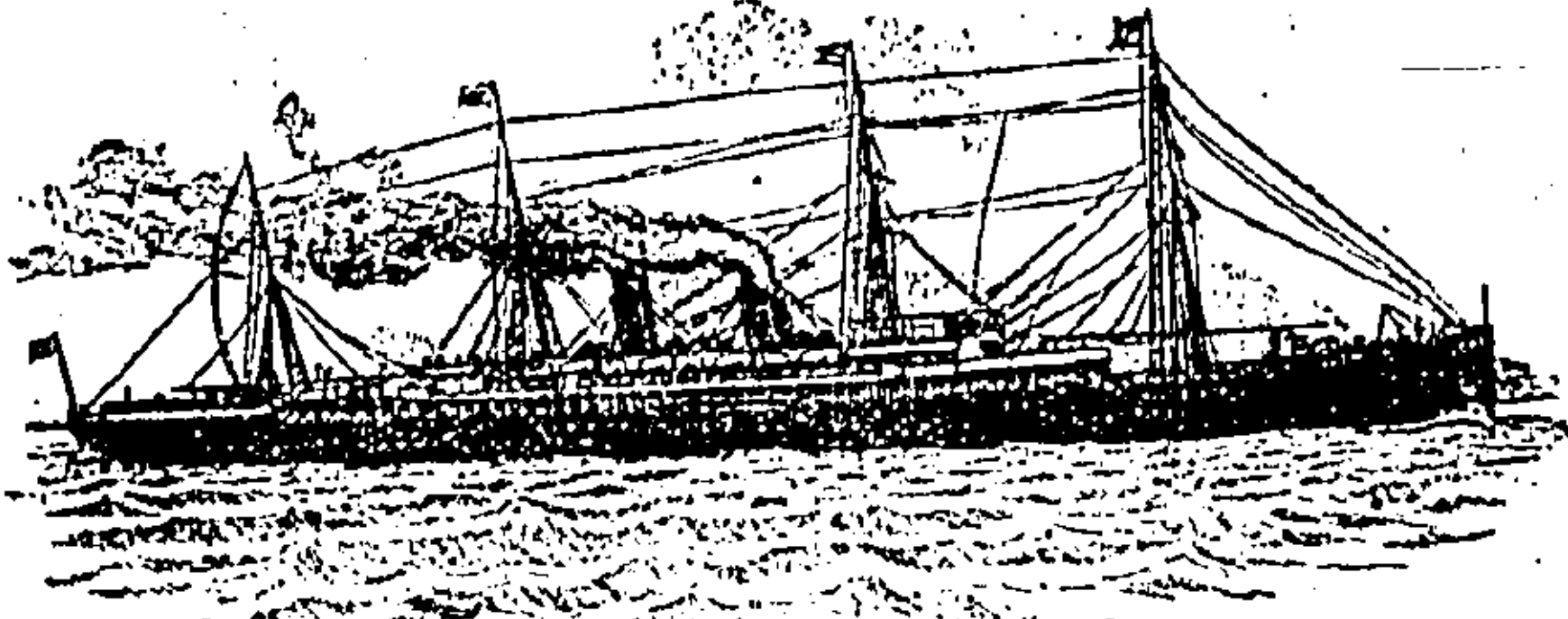


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	FRIDAY, 27th February, at Noon.
"GAELIC"	SATURDAY, 7th March, at Noon.
"HONGKONG MARU"	TUESDAY, 24th March, at Noon.
"OHINA"	WEDNESDAY, 1st April, at Noon.
"NIPPON MARU"	SATURDAY, 11th April, at Noon.
"SIBIRIA"	SATURDAY, 18th April, at Noon.
"COPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 27th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address to full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information, apply to Messrs. Brown, Peck & Co., Agents, 10, Queen's Road Central, Hongkong.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 25th February.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th March.
"ATHENIAN"	3,882	WEDNESDAY, 18th March.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 1st April.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 22nd April.
"TARTAR"	4,425	WEDNESDAY, 6th May.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 13th May.
"ATHENIAN"	3,882	WEDNESDAY, 27th May.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 3rd June.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 24th June.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 15th July.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peck's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ	HAYRE and HAMBURG.	3rd Mar. Freight.
Fuchs	(Calling at SINGAPORE and PENANG.)	
ANDALUSIA	HAYRE and HAMBURG.	17th Mar. Freight.
von Dohren	(Calling at SINGAPORE and COLOMBO.)	
BAMBERG	HAYRE and HAMBURG.	28th Mar. Freight.
Kirchner	(Calling at SINGAPORE and PENANG.)	
KONIGSBERG	HAYRE and HAMBURG.	7th April. Freight and Passengers.
Mayer	(Calling at SINGAPORE and COLOMBO.)	
SAMBIA	HAYRE and HAMBURG.	21st April. Freight.
Schmidt	(Calling at SINGAPORE and PENANG.)	
SERBIA	HAYRE and HAMBURG.	5th May. Freight.
Bremer	(Calling at SINGAPORE and COLOMBO.)	
SAXONIA	HAYRE and HAMBURG.	19th May. Freight.
Jäger	(Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 19th February, 1903.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Registrar, Supreme Court, to Sell by

PUBLIC AUCTION, TO-MORROW, (FRIDAY), the 20th February, 1903, at Noon,

at No. 6, McDonnell Road, Kowloon, Ground and 1st Floor; and Nos. 7, 8, 9 and 10, Austin Road, Ground and 1st Floor,

THE GOODS AND CHATELAINS OF L. M. CASUSO.

Comprising—

Two IRON PRESSES, TILE MOULDS; and a quantity of TILES, &c., &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 19th February, 1903. [2016]

PUBLIC AUCTION.

THE Undersigned have received instructions from Capt. G. C. ANDERSON to Sell by

PUBLIC AUCTION, TO-MORROW, (FRIDAY), the 20th February, 1903, at 2.30 P.M.

at "ELANDOUAN," Mount Kellet, The Peak, THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

ROSEWOOD WHATNOT, TEAKWOOD TABLES, OVERMANTLES, DOUBLE IRON and BRASS BEDSTEADS, WASHSTANDS, LAMP, WRITING TABLES and BOOKCASES, RATTAN FURNITURE, GLASSWARE, COOKING STOVE, PLANTS and PALMS in POTS, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th February, 1903. [1726]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator to Sell by

PUBLIC AUCTION, For Account of the Estates of the late J. Brodie, Baron von Bosch, C. J. Jacobsen, J. McCann, A. R. Kirk, Capt. Moinodon, E. E. Smallwood, and J. Barrowdale,

on SATURDAY, the 21st February, 1903, at 11 A.M., at their

SALES ROOMS, No. 4, Des Voeux Road, Corner of Icehouse Street.

SUNDRY GOODS AND EFFECTS, Comprising—

CAMPOR WOOD and STEEL TRUNKS, DRESSING CASE, CLOTHING, BOOKS, UMBRELLAS, &c., &c., &c.

Also

A Quantity of GOLD and SILVER JEWELLERY.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 18th February, 1903. [2026]

THE Undersigned have received instructions from Mr. DAVID WOOD, to Sell by

PUBLIC AUCTION, on SATURDAY, the 21st February, 1903, at 2.30 P.M., at No. 5, STEWART TERRACE, THE PEAK, THE WHOLE OF HIS

HOUSEHOLD FURNITURE, Comprising—

DOUBLE and SINGLE IRON and BRASS BEDSTEADS, TEAKWOOD TABLES, OVERMANTLES, SIDE-BOARDS, WARDROBES, WASHSTANDS, LAMPS, CHEST-OF-DRAWERS, DRAWING-ROOM SUITE, WRITING TABLE, BOOKCASES, RATTAN FURNITURE, GLASS WARE, CUTLERY, COOKING and DRYING STOVES, PLANTS and PALMS in POTS, &c., &c., &c.

One CHUBBS' IRONSAFE. Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 17th February, 1903. [1916]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Captain Superintendent of Police to Sell by

PUBLIC AUCTION, on MONDAY, the 23rd February, 1903, at 11 A.M., a QUANTITY OF

SURPLUS STORES.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 18th February, 1903. [2036]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND BILLIARD ROOMS.

Rooms specially reserved for Captains of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

THOMAS' HOTEL.

No. 1, QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, having changed hands, has been re-fitted after the style of a First-Class Foreign Hotel, with rooms en suite and single furnished with every regard to perfect comfort and convenience. The Hotel is in very close proximity to the principal Banks and Merchants' Offices.

MODERATE TARIFF.

Hongkong, 18th December, 1902. [1386d]

Notices of Firms.

NOTICE.

MR. W. F. CARY'S connection with THE CHINA MUTUAL LIFE INSURANCE CO., LTD., ceases from This Date. LEFFERTS KNOX, District Manager.

Hongkong, 18th February, 1903. [2046]

NOTICE.

MR. MORRIS J. ISAAC has This Day been appointed MANAGER for CAN- TON of THE CHINA MUTUAL LIFE INSURANCE CO., LTD. LEFFERTS KNOX, District Manager.

Hongkong, 18th February, 1903. [2056]

Intimations.

QUEEN'S COLLEGE.

EASTER TERM begins SATURDAY, the 21st February, at 9 A.M.

NO ROOM at present for NEW BOYS.

Boys seeking Re-admission must apply at once.

GEO. H. BATESON WRIGHT, D.D., Head Master.

Hongkong, 18th February, 1903. [1086]

HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING of the Members of the Association will be held at the HONGKONG HOTEL, TO-MORROW, the 20th February, at 5 o'clock P.M.

for the purpose of passing the Accounts for 1902, electing a Committee and Officers for 1903 and to consider a proposal to amalgamate with the Army Rifle Association.

Members are earnestly requested to attend.

MOVIEBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 6th February, 1903. [1356]

HONGKONG and WHAMMOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 23rd February, 1903, at 12 o'clock Noon for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd February, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary.

Hongkong, 3rd February, 1903. [1336]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED, will be held at the COMPANY'S OFFICES in Bank Buildings, Victoria, Hongkong, on TUESDAY, the 24th February, 1903, at 11 o'clock A.M., when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting held on the 27th February, 1902, will be put to the vote.

That the Articles of Association be altered in manner following:

(a) In Article (79) the word "nine" shall be substituted for the word "seven."

(b) In Article (88) the words "nine thousand" shall be substituted for the words "seven thousand."

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 7th February, 1903. [1546]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on MONDAY, the 2nd day of March, 1903, at 12 o'clock (Noon), to receive a Statement of Accounts to 31st December, 1902, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th February to the 2nd March, both days inclusive.

JARDINE MATTHEW & Co., General Managers, Hongkong Fire Insurance Co., Limited.

Hongkong, 9th February, 1903. [1565]

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

A ONE-DAY'S RACE MEETING will be held early in APRIL next, provided sufficient Entries are received. Particulars and Conditions as to Programme will appear later.

By Order, A. S. ANTON, Acting Clerk of the Course.

Hongkong, 23rd January, 1903. [1966]

HONGKONG and SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1902, at the RATE OF ONE POUND AND TEN SHILLINGS, together with a BONUS of TEN SHILLINGS STERLING per Share of \$125 is PAYABLE on and after MONDAY, the 16th day of February current, at the OFFICES of the CORPORATION, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 14th February, 1903. [1886]

TO BE PUBLISHED SHORTLY. A NEW AND REVISED

STREET INDEX.

BY ARTHUR CHAPMAN, GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to send, as early as possible, Orders for as many copies as they may require to THE GOVERNMENT ASSESSOR, The Treasury.

Hongkong, 6th February, 1903. [2066]

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

Intimations.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [13396]

HOTEL CRAIGIEBURN,

PRUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [17]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA."

1901

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE

CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CROFT & Co. —

Hongkong, 20th November, 1901. [12566]

WANTED.

APPRENTICE to DRESSMAKING. Smart Intelligent English Girl to assist Dressmaker and learn cutting.

Apply "COSTUME," C/o. Hongkong Telegraph.

Hongkong, 13th February, 1903. [1726]

WANTED.

A TEACHER for English.

THE COMMISSION OF THE
"TERRIBLE"

With the doings of the Naval Brigade in the operations in South Africa and China the British public are in a general sense well acquainted. Everybody knows that it was the sailor-man's 47in. gun that saved Ladysmith from falling into the hands of the Boers, and helped more than any other arm of the Services to carve out the way to the beleaguered town for the relieving forces. And his Majesty's ships *Terrible* and *Powderful* are the two vessels which form the centre of a story of enthralling interest. But it has been left to Mr. George Crowe, master-at-arms of the Royal Navy, to tell the story in all its enticing detail, with particular reference to the commission of the *Terrible*. The book is well written, and is doubly interesting from the fact that not only does it deal principally with the *Terrible's* particular history but there is a logical and impartial history of events relating to the Anglo-Boer and North China wars, inasmuch as concerns the naval participation in those two campaigns. In the course of his introductory remarks the author points out the difference that has taken place in the personnel of the navy since Nelsonian days. "Then, he points out, seamen were generally recognised as valiant and illiterate. 'Now they are mostly men with certain social refinement, with developed faculties and scientific attainments, as the result of the national compulsory educational system, the comprehensive service training imparted, and of foreign travel; and, as has been recently attested, are as capable as ever of performing their duty to King and country.' In a clear and entertaining style, Mr. Crowe engages the interest of the reader at once, and conducts him by easy stages along with the men of the *Terrible* from March, 1898, when the vessel was commissioned, until October last year, when it was paid off, after the successful completion of a commission which was brimful of interesting and dramatic experiences. At the outset one is struck with the extraordinary preparedness of the naval brigade for emergencies. Thus we have it that on October 25 General Sir George White telegraphed to Admiral Harris:—

The Boer guns are outranging my guns. Can you let me have a few naval guns?

The Admiral replied in the affirmative, but found there were no field mountings.

Then he sent for Captain Scott, of the *Terrible*, and asked him when he could give him plans for mountings of 47in. guns. Captain Scott replied the evening he saw him: "Tomorrow morning, at eight o'clock."

But the fact that guns would be required had been anticipated by Captain Scott, and some guns were actually mounted, and ready for service on shore, prior to the receipt of Sir George White's telegram.

It was Captain Scott who made it possible for General Buller to communicate with the defenders of Ladysmith.

The searchlight was borrowed from the *Terrible*, a dynamo was commandeered from a dredging vessel, a locomotive boiler (requiring considerable overhauling) was requisitioned from the railway authorities, and connections were extemporised, some having to be manufactured.

On November 30, within forty-eight hours of the receipt of General Buller's telegram accepting the proffered apparatus, it was on the way, and at midnight it was communicating from Frere with the La-ysmith garrison. On the fatal day of Colenso the reader is introduced to "Jack" in action, and to the story of the fight he made there:—

On one of these occasions was witnessed a contest of skill between Petty officers Venness and Taylor, who, amidst those infernal surroundings, mutually challenged each other to try who could first silence a Boer gun just brought into action at Fort Wyke. Taylor—a noted heavy gun shot—won, having the double satisfaction of seeing his target topple over, and of raising a cheer from the excited infantry supports, who, even in battle, admired sportive skill.

General Buller in his despatch of March 14, 1900, said of the naval units that "they were able to keep up fire with common shell long after the Royal Field Artillery were obliged to cease their shrapnel." One cannot help shuddering at the thought of what might have happened but for the splendid work done by the Naval Brigade.

Part II. of the volume deals with the operations of the brigade in North China, and what they did in connection with the outbreak of Boxer sedition there. How the six days' siege of Tientsin was conducted is related in interesting style, and here, again, we find "Jack" performing deeds of valour. The lesson taught in China was the same as that taught in South Africa—the importance of heavy artillery. One incident in the fighting serves to show the alertness of the Bluejackets. "An able seaman on sentry duty observed what he thought was—and what proved to be—some Morse signalling being made with a window blind at an isolated house not far from the 12-pounder position in the mud wall." This was reported, a nest of treachery was discovered, and the authors of it captured red-handed and imprisoned. Then we come to the victorious march to Peking, and the relief of the Legations, when "her Majesty's troops had the supreme gratification of finding they were the first to relieve the sorely-pressed beleaguered garrison." "It has also now been demonstrated that if a combination and unity of action could always be relied upon whenever a serious danger threatened the progress of the world, or public opinion has been outraged, the 'yellow race' booby, which is periodically exploited, would for ever remain a harmless myth." "Reminiscences of China and Japan," "Homeward Bound," "Life in a modern man-of-war," and "The landing of a Naval Brigade" are the concluding chapters.

COTTAM & CO., FOR SUN HATS.

COTTAM & CO., FOR SUMMER UNDERWEAR.

CHATRE'S CIRCUS.

MASTER IN TROUBLE.

It will be remembered that some months since Hongkong received a visit from Chatre's circus. The members appear to have been experiencing an interesting time since leaving the Colony, if the following, from a San Francisco journal, dated 17th ult., is correct:—

Kashinath Vinayak Chaitre, the "Master" of a circus composed of Hindoo men, women and children, was arrested yesterday by Policemen McMurray and Taylor on a charge of felony embezzlement. The complaining witness is T. K. Kuppura, an actor in the employ of Chatre. It is alleged by Kuppura that several months ago, in far-off Bombay, Chatre presented him with a gold bracelet; that later Chatre took the bracelet from him, and that he has ever since and does now refuse to return the property to its rightful owner. Kuppura values the bracelet at about \$80 in lawful money of the United States.

When Chatre was booked at the City Prison he was accompanied by his Hindoo manager, and he had his bail receipt with him. Upon being taken into custody he had gone to a local bank and drawn out \$500 in cash, the amount of his bail.

Aside from the bracelet affair, it is claimed by Kuppura and by the Hindoo manager of the circus, that Chatre neglects to provide, his charges with sufficient food and clothing, and that, in consequence of this, the men, women and children are suffering in their quarters at Central Park, where the Hindoo show has been on for several weeks past.

In defending himself against the charge of embezzling Kuppura's bracelet, Chatre claims that the bracelet was given to Kuppura during a performance in Bombay about eight months ago, and that it was never intended that the trinket should become the property of Kuppura. The public presentation, as Chatre says, was made for the purpose of impressing the patrons of the show with the lavishness of Chatre. After this object had been accomplished the bracelet was taken back by Chatre, and the title to the property never at any time passed to Kuppura. According to the Indian practice, as stated by Chatre, the bracelet would have borne words of presentation had it been the purpose of Chatre to give the bracelet to Kuppura to keep as his own. In proof of this, he produced another bracelet that had been presented to another actor. This bracelet had inscribed on it the words of presentation. Without the words, says Chatre, the title would not have passed.

In giving attention to the other complaint that Chatre denied sufficient clothing and food to the persons composing his circus troupe the police made an investigation into the conditions existing at Central Park. It was found that the cooking was done in the open air, that the sleeping-rooms were in a closed building, and that the employees, for the most part, were clothed in their native garments. None of them, with the exception of Kuppura and his manager, wore a coat of complaint against their "master," as they called Chatre. There are about sixty persons, all told, in the troupe, and there is plenty of room for them in Central Park. Most of them are Brahmans, and their religion prevents them from eating anything but vegetables. In one respect the employees and actors are far ahead of the persons usually connected with an American circus, for each and every one of them takes a bath every morning. This is also part of their religion, and they would rather miss their breakfast of vegetables than forego the ceremony of cleansing the body.

The specific complaint made by the barber of the circus to the police was that Chatre had refused to give him any dinner. In reply to this, Chatre says that the dinner hour is between 7 and 8 o'clock in the evening and the barber did not get his dinner because he stayed out until about 10 o'clock at night.

As to Kuppura's claim it is claimed by Chatre that the man has given a great deal of trouble by his dissolute habits. Wine and women, says Chatre, are the principal weaknesses of Kuppura, and he is always importing the "master" for money with which to indulge himself along these lines. Chatre says that while the circus was in Japan Kuppura led a riotous life, even going so far as to pawn several gold medals that had been presented to him for his good work on the horizontal bars. According to Chatre he is not bound to do anything for the persons in his employ beyond providing them with sufficient clothing and food and transporting them back to their native shores when their term of service shall have ended.

In the opinion of Chatre, the incidents under his command have become infected with the spirit of "the land of the free" as he terms the United States. (He says that his complaining servants have learned that in this country the slave is equal to his master, and they have gone to the extreme and tried to make the master do the serving. Chatre was asked what would have happened if Kuppura's complaint had been laid in India instead of in America, and he replied by saying that the complaint never would have been laid against him, because the word of an Indian servant is always discredited as against the word of his master.)

But whatever may be the views of Chatre upon the question of the relation of master and servant, he will have to go into the Police Court to-day and defend himself against the criminal charge laid against him by Kuppura. It is quite probable that the hearing will be embellished with much testimony concerning Hindoo rites and customs, and the judge who shall hear the case will, no doubt, be confronted with many novel points of law.

THE *Siam Observer* states:—A correspondent to whom order copies of the *Siam Observer* were addressed at Hongkong during the Crown Prince's visit there failed to receive a single paper. Yet they were duly addressed and posted at Bangkok, and the omission could hardly have been made locally. The Siam Post Office is often the butt of complaints and grumbling, but here is a case in which Hongkong seems to be in fault.

COTTAM & CO., FOR SUMMER UNDERWEAR.

Intimations.

A FOOLISH OLD IDEA.

It was once thought that a medicine was all the more beneficial for having a nasty taste and smell. We now know that such an idea is perfect nonsense. There is no more reason why medicine should offend the senses than why food should do so. Therefore, one of the greatest chemical victories of the past few years is what we may call the *redemption* of cod liver oil. Everybody knows what a vile taste and smell this drug has in its natural state. No wonder most people declare they would rather suffer from disease than take cod liver oil, and the emulsions are quite as foul and abominable as the plain oil, no matter what may be alleged to the contrary. Now it is one of nature's laws that a medicine which disgusts the nose and the palate, and also sickens the stomach, can have no good effect as a medicine; because the system revolts against it, and cries out to be delivered from it.

WAMPOLE'S PREPARATION the desired miracle is wrought, and we have the valuable part of the oil, without the other. This effective modern remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. The palate accepts it as it does sugar, confectionery or cream. Taken before meals it goes to the very secret stronghold of digestive disorders; prevents and cures Nervous Dyspepsia, Anemia, Throat and Lung Troubles and all diseases due to impurity of the blood. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. It was made to cure and it sells because it cures. One bottle convinces. Effective from the first dose. "It never disappoints." Sold by chemists the world over and A. S. Watson & Co., Limited.

THE HONGKONG STUDIO.
PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Specialty. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, HONGKONG.
Hongkong, 20th December, 1902. [1399d]

TSU FAN
DENTIST.
PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
30, Queen's Road, Central.
Hongkong, 28th November, 1902. [1399d]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.
THE N.D.L. Steamship

"BAMBERG,"
Captain Kirchner, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 13th February, 1903. [181e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.

THE Company's Steamship
"AUSTRIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Princes' Buildings.
Hongkong, 16th February, 1903. [37e]

RITECHIE & CO.,
Ship Chandlers, Coal Merchants,
Stewards, Sail Makers, Wine
and Spirits, Tobacco and Cigars
and General Commission Agents.
39, Des Voeux Road, H'kong.
Also Water at shortest Notice.
Hongkong, 2nd January, 1904

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BENGAL"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., S.S. *Oriana*.
From Persian Gulf, &c. B. I. S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 20th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th February, 1903. [14e]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 22nd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th February, 1903. [190e]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"KOREA,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN,
Agent.

Hongkong, 16th February, 1903. [190e]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

THE Steamship
"NIPPON,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—
From Trieste, ex s.s. *Imperator* and *Moravia*, transhipped at Bombay.
From Zanzibar, ex s.s. *Gallia*, transhipped at Aden.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 16th February, 1903. [191e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th February, 1903. [194e]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 21st Feb., at Daylight.
W. Townsend.	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb., at 4 P.M.
IYO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 24th Feb., at Noon.
K. Kori	MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb., at Noon.
KAGOSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Feb., at Daylight.
BOMBAY MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Feb., at Noon.
INABA MARU	HAMA	FRIDAY, 27th Feb., at Noon.
W. B. Bridge	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Feb., at 4 P.M.
KUMANO MARU		
E. W. Haswell		
KASUGA MARU		
H. Fraser		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MITHARA,
Manager.

Hongkong, 30th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd February, 1903, at 1 P.M., the Company's Steamship

"OCEANIC," Capt. Guignes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails leaving that Port on the 7th March, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Goods until 2 P.M. on the 23rd and they must be left at the Agency's Office, Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th February, 1903. [1904e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Shamut * 9,606 W. M. Smith Feb. 15

Lyra 4,417 W. Williams Mar. 10

Victoria 3,502 J. Pantou Mar. 17

Hyades 3,753 G. Wright Mar. 24

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 9th February, 1903. [187d]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a FURNITURE STORE

at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 2nd December, 1902. [1944d]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay, with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

The Venezuela Protocol.

BERLIN, 17th February, 1.35 p.m.
The Venezuelan Protocol has been received with satisfaction everywhere, as strengthening the relations between the Governments of America and Germany.

Frederick the Great.

The unveiling of the statue of Frederick the Great will take place at Washington either in the autumn or next spring.

England and Persia.

England has closed its commercial treaty with Persia on the basis of the terms of the Russian treaty.

Macedonia.

In Macedonia the Russian threats have quietened Bulgaria. Russia has promised the Sultan a free hand and its help to suppress any rising, if the proposed reforms are carried out without delay.

(Routledge)

The Capture of Kano.

LONDON, February 17th.
After a fruitless bombardment of the main gate at Kano, the British stormed a smaller gate a mile distant. The storming party was headed by Capt. Dyer of the Guards, who was twice wounded. The enemy numbered 5,800. There was no street fighting. Col. Lugard is now at Zaria and will probably proceed to Kano to install the new King. The population of the country is tranquil and have accepted the situation.

LATER.

Gold in the Nile Valley.

Exports allege the existence of extensive gold reefs of remarkable richness in the Nile Valley. The shares of a Company formed to operate there which were recently £3.50 are now quoted at £10.

The Philippines Currency Bill.

The Washington Senate has passed the Philippines Currency Bill with an amendment submitted by Mr. Patterson authorising President Roosevelt to invite the gold and silver standard countries to confer with the United States with the object of establishing a relationship between the gold and silver countries.

Re-Assembling of Parliament.

Parliament has re-assembled. The King and Queen were present in the State procession from Buckingham Palace to Westminster. The weather was bright and cool.

The King's speech said that the progress of events in South Africa was satisfactory and that Mr. Chamberlain's visit had already been productive of the happiest results. Replying to Sir Campbell Bannerman in the debate on the address, Mr. Balfour said that no dissent had been expressed with the British interpretation of the Sugar Convention.

The Kano Expedition.

A Blue Book relating to the Kano expedition shows that the Government first learned from Reuters Agency that an expedition was organising. The Government then cabled asking Col. Lugard whether the news was true. Subsequently Lord Onslow wrote, regretting that the Government had not been kept better informed but approving of Col. Lugard's action.

FEVER AT MORRISON HILL GAP.

A communication from Mr. Ho Tung to the Secretary of the Sanitary Board, regarding the prevalence of malarial fever at Morrison Hill was considered by the members of the Board at their meeting this afternoon. Mr. Ho Tung, writing under date, 28th ultimo, said:—“As owner of Inland Lot No. 1578 situated at Morrison Hill Gap whereon I built a block of 15 European dwelling houses Nos. 2 to 16, I have been addressed by a number of tenants who complain of the unhealthiness of the locality on account of the prevalence of fever of a malignant type owing to the presence in the neighbourhood of breeding places wherein the anopheline mosquitoes abound.”

1. I enclose copies of my tenants' letters.
2. I have caused inquiries and investigations to be made on the subject of my tenants' complaints and have found that they have good ground to find fault with the unhealthiness of the locality.

3. In a report which Dr. Harston kindly drew up at my request, he states that he attended seven cases of malaria in the houses referred to. The form was of the malignant type. Fortunately, the mortality might be considered as nearly nil.

4. In his opinion the main contributing factor in rendering the houses unhealthy is the presence at the rear of the Sikh temple of a marsh and a nullah situated to the south of the building. The close proximity of such breeding places naturally led to the presence of mosquitoes in considerable numbers.

5. Dr. Harston in his investigation was informed that the servants suffered severely from fever before the Europeans were attacked. It must be noted that the servants' quarters abut directly on to the nullah.

6. I feel sure that I need only invite the Board's attention to Dr. Harston's remarks I have just quoted in order to ensure the need for complete investigation on the part of Government being carried out so as to secure the prompt application of measures for ridding the locality of a danger threatening public health.

7. The measures best calculated to remove the cause of malaria are, I am advised, as follows:—

(a.) The filling in of the nullah at the rear of the Sikh temple.

(b.) The proper training of the nullahs to the south of the buildings and the provision of a smooth bed of some impervious material with a view to prevent the collection of

water into small stagnant pools as is now the case.

(c.) The regular treatment of existing pools with kerosene or other substance for the destruction of mosquito larvae.
9. I trust you will duly lay this letter before the members of the Sanitary Board and obtain their recommendations to Government for the prompt carrying out of some effective remedial scheme, which in the opinion of the Board might seem advisable for securing complete immunity from malaria for the district round about Morrison Hill Gap.

Several letters were read from the tenants, complaining of the amount of sickness now prevailing among the inmates of the houses, and requesting that action be taken to remedy the evil, accompanied the communication.

Dr. Clark wrote to the Secretary on the 6th instant, saying:—“The houses in Gap Road have a bad reputation for malaria. I have visited the neighbourhood and advise the Board to recommend the Government to surface the bed of the nullah, and to cut down the brushwood on the south side of the nullah (below the Mohammedan Cemetery) and to fill up the small swamp at the back of the Sikh temple.”

Mr. Fung Wa Chiu intimated:—It is very important that all places where malaria exists should be properly attended to.

Mr. Lau Chu Pak intimated:—I submit that the Board should recommend to Government that every locality where malaria is prevalent should be attended to at once.

The Principal Civil Medical Officer:—Bring up at the next meeting.

It was decided to draw the Government's attention to the matter. Also two streams running past residences in Richmond Rd.

REPORT OF THE MEDICAL OFFICER OF HEALTH FOR 1902.

At the meeting of the Sanitary Board this afternoon the report of the Medical Officer of Health for 1902 was laid on the table. The following are extracts therefrom:—

AREA.

The portion of the Colony within the jurisdiction of the Sanitary Board comprises (1) the island of Hongkong which has an area of 29 square miles and on which are situated the City of Victoria, the larger villages of Shau-kiang, Quarry Bay, Aberdeen and Stanley, and several smaller ones; and (2) that portion of territory on the mainland between the shore and the first range of the Kowloon Hills—extending from Lyceum Pass on the east to Leveikok on the west—with a sea-frontage of about ten miles. The City of Victoria is built on the northern shore of the island with a frontage to the sea of about five miles, while the island which separates it from Kowloon on the mainland, is rather less than a mile and a third wide at its narrowest part, and somewhat over three miles at its widest part.

The domestic buildings of the City of Victoria number 9,234 (exclusive of barracks and Police Station) of which 920 are non-Chinese dwellings, while there are also some 130 European dwellings in the Hill District.

This shows an increase of 48 non-Chinese dwellings as compared with the previous year, and an increase of 140 Chinese dwellings. The plans of 805 new buildings and of alterations to 1,833 existing buildings have passed through my hands during the year with a view to the effect that they complied with the Public Health Ordinances of the Colony; these figures however include, as in former years, many alternative plans and amendments to rejected plans. During the previous year plans of 1,369 new buildings and of alterations to 1,07 existing buildings were received, so that the records of the past year show a considerable decrease in the number of new buildings planned, and a fairly large increase in the number of alterations to existing buildings. The number of new houses completed during the year has been 898 as compared with 796 during the preceding year; many of these are of course houses which have been rebuilt.

GENERAL SANITARY CONDITION.
The Colony was visited in the early part of the year by two eminent Sanitarians—Professor Simpson, M.D., F.R.C.P., and Mr. Osbert Chadwick, M. INST. C.E., C.M.G., who had been specially deputed by the Secretary of State to report on its general sanitary condition. Several most interesting reports were submitted by them, which fully bore out the statements which have been reiterated in these annual reports as to the urgent need of better lighting and ventilation for the Chinese dwellings, and as to the serious extent of the surface-crowding in the City of Victoria. As a result of these reports a Public Health and Buildings Bill is still before the Legislative Council which will, it is hoped, lead, when enacted, to a steady and continuous improvement in the general sanitary condition of the Colony, by its provisions for the better construction of buildings to be hereafter erected. This improvement in the construction of new buildings must, however, go hand in hand with schemes for the resumption of blocks of insanitary property and for the removal of obstructive buildings, especially in the City of Victoria, where the surface crowding varies in the several Health Districts from 64 to 832 persons per acre. Such an undertaking, in other cities, has almost always been carried out by a Trust, instituted for the purpose, and as the time appears now to be ripe for some elaborate scheme of resumption of insanitary property, I have appended in this report a reprint of a draft scheme drawn up by Mr. May Mc Osborne and myself, some three years ago, which may at least serve as a basis for discussion when this question is again considered, and lead, I hope, to some decisive action at a distant date.

The provision of public sanitary conveniences, such as latrines, urinals and bath-houses, does not keep pace with the rapid growth of the population (by immigration), and many more of these are yet required to fulfil the needs of the increasing Chinese population of the Colony.

POPULATION.
The population of the Colony at the Census taken in January, 1897, was 248,880, while at the Census taken in January, 1901, it was 283,975. This represents an increase of 35,095 within a period of four years and affords a proof of the rapid progress of the Colony.

The increase is, of course, very largely Chinese and is to be found mainly in Kowloon, where the population increased during the four years from 26,441 to 42,976, and in the City of Victoria, where it increased from 166,773 to 175,056.

The increase in the non-Chinese Civil population during the same period amounted to 951. The following is the estimated population to the middle of 1902:—

Non-Chinese Civil Population..... 9,816
City of Victoria including Peak and Stonecutters..... 182,870
Villages of Hongkong..... 14,185
Kowloon..... 51,560
Floating Population..... 44,755

Total Chinese Population..... 291,300
Army..... 4,704
Navy..... 4,594

Total Population of the Colony..... 311,824

City of Victoria including Peak and Stonecutters..... 182,870
Villages of Hongkong..... 14,185
Kowloon..... 51,560
Floating Population..... 44,755

Total Chinese Population..... 291,300
Army..... 4,704
Navy..... 4,594

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Kowloon..... 51,560
Floating Population..... 44,755

Total Chinese Population..... 291,300
Army..... 4,704
Navy..... 4,594

Total Population of the Colony..... 311,824

The Civil population is essentially a male adult one as no less than 79 per cent. of the Chinese population and 65 per cent. of the non-Chinese Civil population are males, while more than half the Civil population (50.2 per cent. of the Chinese and 66.4 per cent. of the non-Chinese) are between the ages of 20 and 45. The proportion of the population in Great Britain between these ages is only 33.8 per cent. The proportion of males at the Census taken in 1897 was, among the Chinese 70.9 per cent., and among the non-Chinese 58.6 per cent., and the reduction in the proportion of women both among Chinese and non-Chinese is, I consider, the direct result of the greatly enhanced cost of living of late years, and the increasing difficulty in obtaining suitable accommodation for families.

The City of Victoria is divided into ten Health Districts with an Inspector of Nuisances in charge of each District; there are also five Senior Inspectors for the City, each of whom has the general supervision of two Districts, while there are also special inspectors for the work of disinfecting, for prosecutions, for the control of the Chinese cemeteries, for drainage works and other matters. Kowloon is similarly divided into two Health Districts, with an Inspector of Nuisances in charge of each, but the population having doubled in the last five years—that I think there is now ample scope there for at least three Inspectors, and the District should be sub-divided accordingly.

In addition to the foregoing it is proposed to appoint five Plague Inspectors in the ten Health Districts of the City, that is one for each two Districts, and a Plague Inspector in Kowloon, whose special duties have been defined in another document.

I have in previous reports called attention to the acute plague crisis which exists in the more central districts of the City. District No. 5 shows more than 800 persons in the area, while Districts 6, 9, 4, 7 and 8 are also far too densely packed with human beings, and it is essential to the welfare of the Colony that a remedy should be speedily found and put into operation for this insanitary condition. So far as I have been able to ascertain, there is no other City in the world which has 132 persons to the acre and yet this is the density of population of the City of Victoria as a whole, that is to say, including all the outlying vacant lands, and the villages, Race Course and Cemeteries in No. 1 Health District, the Public Gardens and all the vacant Military land in Nos. 2 and 3 Health Districts, and all the unoccupied hill-side below the upper limit of the City Health Districts (i.e. about 450 feet above high water mark). Glasgow, which is the most densely crowded of the large cities of the United Kingdom, has but 61 persons to the acre.

It will also be seen from the first table that Health Districts 2 and 9, in which districts the outbreaks of Bubonic Plague almost invariably commence and are the most severe, show the greatest number of occupants per floor, namely, 8.8 and 9.0 as compared with an average for the City of 7.4; this, in itself, is excessive, although well within the limit of thirty square feet of floor space per head, which is all that is at present required in any dwelling in the Colony, except within the European District Reservation area, where each person must be allowed one thousand cubic feet of air space—thus necessitating a larger floor area.

The following table gives a comparative statement of the number of persons per acre in each of the Health Districts of the City in 1897 (when a provisional Census was taken) and in 1901 (when the decennial Census was taken) and shows that during the four years the number of persons per acre increased from 17.4 to 29.3, while almost all the central Health Districts of the City are daily becoming even more crowded.

CITY OF VICTORIA.					
No. of Persons per Acre.					
Health Districts.	1	2	3	4	5
1897.....	15.3	9.6	3.1	4.7	6.1
1901.....	25.3	10.1	5.3	4.8	7.0
	6	7	8	9	10
	56.3	44.7	38.1	51.9	30.4
	63.8	38.1	42.1	56.2	50.4
	Average.				
	17.4				
	29.3				

The births registered during the year were as follows:—

	Males.	Females.	Total.
Chinese.....	633	333	966
Non-Chinese.....	123	111	234
	756	444	1,200

This is equal to a general birth-rate of 3.8 per 1,000 as compared with 2.6 in 1901, 3.3 in 1900, and 4.3 in 1899.

The birth-rate among the non-Chinese community alone was 12.6 per 1,000 as compared with 11.9 per 1,000 in 1901.

The nationalities of the non-Chinese parents were as follows:—British 98, Portuguese 70, Indian 7, German 16, Malay 16, French 3, Japanese 2, and Spanish and Norwegian one each.

The preponderance of male births over female births is still very marked among the Chinese community, being in the proportion of 190 male births to every 100 female births. The proportion among the non-Chinese community was 111 to 100 as compared with 107 to 100 in the previous year.

The number of the Chinese births registered does not give an accurate record of the total number of births of Chinese that have occurred in the Colony, for many of the infants that die during the first month or so of life remain unregistered, although their deaths must be registered to obtain the necessary burial orders. It has been customary, therefore, to add to the registered births the number of infants of one month old and under that die in the various Convents, or are found by the Police in the streets in the Harbour. The number during 1902 was 239 males and 304 female making a total of 543, and the addition of these figures to the registered Chinese births gives a total of 1,569 as compared with 1,410 during the previous year. The corrected birth-rate is, therefore, 6.1 per 1,000, while among the Chinese alone the rate becomes 5.3 per 1,000. The total Chinese births as calculated in the above manner show a proportion of only 125 male births to every 100 female births, while the dead bodies of infants found in the streets or left at the doors of the Convents show 66 males to every 100 females, the explanation being that the Chinese have very little regard for the value of the lives of female children.

DEATHS.
The total number of deaths registered during the year was 6,783 as compared with 7,082 during the previous year. The death-rate for 1902 was, therefore, 21.7 per 1,000 as compared with 23.5 in 1901, and an average of 22.9 per 1,000 during the past five years. These deaths include 582 from Bubonic Plague.

It is satisfactory to find that, in spite of the persistence of Bubonic Plague, the death-rate shows a considerable reduction during the past ten years as compared with the previous decade, but there can be no question that this rate is still exceedingly high, having regard to the fact that the population is so largely composed of young adults. Much yet remains to be done in the matter of the improvement of the sanitary surroundings of the inhabitants, and every substantial step in that direction must result in a reduction in the general death-rate.

The total number of deaths among the Chinese community was 6,431 which is equal to a death-rate of 21.9 per 1,000 as compared with 23.7 per 1,000 during the previous year. It is important to note that the death-rate among Chinese women is considerably higher than among Chinese men; the total deaths of Chinese women amounted to 2,119 which gives a death-rate of 26.66 per 1,000, while the deaths among Chinese men totalled 4,312 equal to a rate of 20.6 per 1,000; in twenty-one of the deaths the sex was not recorded. The most probable explanation of this great discrepancy in the death-rates for the sexes is that the men are more readily able to leave the Colony when sick and it may be assumed therefore that were it not for this circumstance the general death-rate among the Chinese would be considerably higher.

The deaths registered among the non-Chinese numbered 352 of which 291 were from the Civil population, 43 from the Army, and 18 from the Navy; this is equal to a death-rate of 19.0 per 1,000.

The nationalities of the deaths were as follows:—British 112, Indian and Malay 93, Portuguese 81, Japanese 43, German 10, French 6, Russian 2, Jew 2, Spanish, Swede, and Greek one each.

AGE DISTRIBUTION OF DEATHS.
The number of deaths of infants under one year of age was 1,199, or 17.6 per cent. of the total deaths, a rate which is far too high even for a tropical climate. The infant death-rate among the non-Chinese community during the year has been 19.6 per 1,000 as compared with 19.2 per 1,000 in the previous year, but among the Chinese population the death of infants under one year of age exceed the total number of Chinese births, i.e., 966, and even when all deaths under one month are assumed to have been unregistered the infant death-rate works out at 79.9 per 1,000; this means either that the Chinese infant death-rate is enormous, or that a considerable number of births remain unregistered or perhaps that a number of infants are brought into the Colony from the mainland and die here. In either case the condition is a most unsatisfactory one and calls for some remedial measure. The great bulk of these deaths of Chinese infants are attributed to diseases of a convulsive type, but further investigation is needed into the question of the causation of this high death-rate among Chinese infants.

ACCIDENTS.
Among the accidental deaths of Chinese were 33 as the result of the collapse of buildings—a matter to which I drew attention in my reports for 1900, during which year twenty deaths were so caused, and for 1901, when 47 deaths were so caused. There can be very little doubt that this is a preventable cause of death, and the obvious remedy is a very much greater amount of supervision over the actual work both of building construction and of the repair of buildings, combined with a greater degree of legal responsibility imposed upon those who design and carry out such alterations or additions.

INFECTIOUS DISEASES.
The total number of cases of infectious disease reported by registered medical practitioners during the year was 1,171 of which no less than 572 were Bubonic Fever (Plague), and 41 were Cholera. I attach a tabular statement of the incidence of Bubonic Plague throughout the year (Appendix A) but have not compiled a separate report on the outbreak for 1902, as a report on this subject is anticipated from Professor Simpson as the result of his investigations on this subject. The whole of the Plague staff, including, during the height of the epidemic, considerably over two hundred Chinese disinfecting coolies, rat-catchers, etc., was inoculated with Hoffman's anti-plague serum with the result that not a single case occurred among the staff, whereas in the previous year out of thirty rat-catchers seven are known to have died of Plague while five others left the Colony sick—two of whom died at their homes in China. The results therefore of the Hoffman inoculation coupled with strict discipline in regard to cleanliness and the wearing of leather boots when on duty, were eminently satisfactory as regards the Plague staff.

(To be Continued.)

The public will be pleased to learn that Dr. Fentecost has consented to deliver another public lecture, Monday next at 8.30 p.m. at the City Hall, his subject being “The Reasonableness of Christianity.” Also that another general meeting, in addition to those already advertised, and intended as his final one here, will be held on Tuesday evening next at 8.30. To-morrow's appointments are: 11 a.m. Address to Ladies only, 5.15 p.m. General Meeting, 8.30 p.m. Address to Men Only. The meetings will be held at the City Hall.

Commercial.

EXCHANGE.	
ON LONDON, Telegraphic Transfer.....	1 61
“ Bank Bills, on demand.....	1/6 13/16
“ Credits, 4 months' sight.....	1/7 3/16
“ D/M's, 4 months' sight.....	1/7 5/16
ON BERLIN, (demand).....	M. 1.10
ON PARIS, Bank Bills, on demand.....	1.96
“ Credits, 4 months' sight.....	2.00
ON NEW YORK, Bank Bills, on demand.....	38
“ Credits, 30 days' sight.....	38 1/2
ON HAMBURG, Telegraphic Transfer.....	116
ON SHANGHAI, Telegraphic Transfer.....	72 1/2
Private 30 days' sight.....	nom.
ON YOKOHAMA, T.T.....	77
Sovereigns, Bank's Buying Rate.....	52.70
Gold Leaf 100 to 100, per tole.....	66.50
Bar Silver.....	22 1/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
MALWA NEW.....	@ \$1,000/1,000
“ OLDEST.....	@ 1,050/1,110
PATNA NEW.....	@ 1,047 1/2
BENARES NEW.....	@ 1,071 1/2
PERSIAN (PAPER).....	@ 780/820

To-day's Advertisements.

VICTORIA LODGE,
No. 1025, E.C.

A REGULAR MEETING of the above LODGE will be held at the FRASER & NEAVE HALL, Zealand Street, on SATURDAY, the 21st instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 19th February, 1903. [2076]

EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FRASER & NEAVE HALL, Zealand Street, on THURSDAY, the 26th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 19th February, 1903. [2088]

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

Under the direction of Mr. ROBERT BROUGH, Representative..... Mr. ALLAN HAMILTON.

TO-NIGHT
(THURSDAY), 19th FEBRUARY.
THE BROUGH COMEDY CO.

“ARE YOU A MASON?”
There is an old maxim: “The most wasted of all days is that on which one has not laughed.”

LAST TWO NIGHTS!!
LAST TWO NIGHTS!!
LAST TWO NIGHTS!!

“ARE YOU A MASON?”
(By arrangement with Charles Frohman, Esq.)
A Farce in Three Acts, adapted from the German by Leo Distichstein.

INTERPRETED BY:
MRS. BROUGH, Miss Temple, Miss Susie Vaughan, Miss Brenda Gibson, Miss Helen Bogle, Miss Gillies Brown;
MR. BROUGH, Mr. W. T. Lovell, Mr. Leslie Victor, Mr. Ernest Verr, Mr. McIntyre, Mr. Percy Walsh.

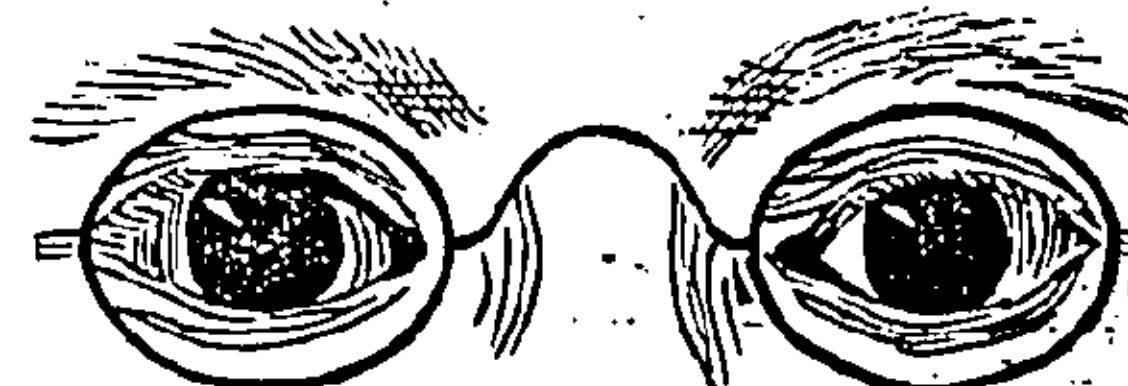
SATURDAY, MONDAY, TUESDAY, 21st, 23rd and 24th FEBRUARY.
First Production in China of
“THE SECOND IN COMMAND.”

(By arrangement with the author)
A Military Comedy in Four Acts, by Captain Robert Marshall.
MUSICAL DIRECTOR—MR. GEORGE BROMLEY SCENIC ARTIST—MR. CLAUDE WHITE
“BOX PLANS AT ROBINSON'S, where seats can be booked six nights in advance.
Dress Circle and Orchestra Stalls, \$4.00.
Stalls, \$1.00. Back Seats, \$1.00.
Doors Open 8.30. Curtain 9. Chairs, etc., at 11.30. Late Train to the Peak as usual.
Hongkong, 19th February, 1903. [1511]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY, the 25th February, 1903,
at 11 A.M.,
in TSM-TSA-TSU,

on Marine Lots 4 and 5,
About 2,500 Tons CARBIDE COAL,
POWELL, DUFFY & CO.'S MINES in Good Order and Condition, in Lots of 250 Tons each.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th February, 1903. [2096]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glass.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,
OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [66]



BUCHANAN
BLEND
SCOTCH WHISKY



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE ON
GLAUGO and LIVERPOOL	"NESTOR"	20th February.
"	"ACHILLES"	23rd "
"	"KINTUCK"	25th "
"	"G' AUCUS"	6th March.
"	"PING SUEY"	11th "
"	"OANFA"	11th "

S.S. "NESTOR" left Singapore on 14th instant, and is due here 23rd instant.
S.S. "ACHILLES" left Singapore on 17th instant, A.M., and is due here 20th instant.

HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON via GENOA	"DIOMED"	7th March.
"	"MACHAON"	17th March.
"	"GLAUCUS"	31st March.
"	"PING SUEY"	14th April.
"	"JASON"	28th April.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL via GENOA	"DARDANUS"	20th February.
"	"KINTUCK"	20th March.

S.S. "DARDANUS" left Amoy yesterday, and is due here to-night to load for Liverpool.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL ON
MAKSELLES and ANTWERP	"PYRRHUS"	28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via KOBE and YOKOHAMA	"ACHILLES"	24th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

[8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI	"DEWAWONGSE"	20th February.
SHANGHAI	"WAMPOA"	21st "
TIENSIN	"NANGIANG"	23rd "
MANILA, CEBU and ILOILO	"KUKIANG"	24th "
FOOCHOW	"PAKHOI"	26th "
MANILA	"SUNGKIANG"	27th "
AMOI, SAMARANG and SOERABAYA.	"SHANTUNG"	6th March.
MANILA	"CHANGSHA"	11th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBA- NE, SYDNEY and MELBOURNE	"CHINGTU"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.§ See Special Advertisement.
|| R.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th February, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	3540	R. Rodger	MANILA (DIRECT)	20th February, at Noon.
RUBI	3540	R. W. Almond	Do.	27th "
DIAMANTE	1980	A. H. Nodley	Do.	"
PERLA	1980	J. McGinty	Do.	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th February, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE
AND YOKOHAMA,

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To call
"INDRAPURA"	4899	A. E. Hollingsworth	Feb. 23, 1903.
"INDRASAMHA"	5197	R. P. Craven	Mar. 16, "
"INDRAVELLI"	4899	W. E. Craven	April 16, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent,
1266C

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves.	SUNDAY, 22nd February.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 25th February.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 1st March.
FOR ANPING	"MAIDZURU MARU"	T. Saigo	WEDNESDAY, 4th March.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a fully qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the "Co's" berth at the Customs' water-front premises at Tamsui to load all passengers and cargo.
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.
For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 19th February, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [35c]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP
VIA GENOA.

THE Steamship

"GLENGYLE."

Captain T. D. R. K. will be despatched as
above on WEDNESDAY, the 25th instant.For Freight or Passage, apply to
MCGREGOR BROS. & GOW.

Hongkong, 4th February, 1903. [140c]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"SHIMOSA" About 3rd Mar.

"THORIS" 15th Mar.

For Freight and further information, apply
toDODWELL & CO., LIMITED,
Agents.

Hongkong, 17th February, 1903 [139d]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain McArthur, will be despatched for the
above Ports, on THURSDAY, the 5th March,
at Noon.This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers, the steamers of the Company have
electric fans fitted in saloons.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th February 1903. [17c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	1,869	Tuesday, 24th February, at Noon.
ROSETTA MARU	N. Tate	1,876	Tuesday, 3rd March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 19th February, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Port, TO-MORROW, the 20th instant,
at 10 A.M.For Freight or Passage apply to
DOUGLAS LARLICK & CO.,
General Managers.

Hongkong, 19th February, 1903. [199c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOI.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above
on SATURDAY, the 21st instant, at 3 P.M.This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th February, 1903. [192c]

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GIBLARTAR."

Captain D. Morris, will be despatched for the
above Port on TUESDAY, the 24th instant.For Freight apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 16th February, 1903. [162c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KASUGA MARU"

3,600 Tons, Captain H. Fraser, will be des-
patched for the above Port on FRIDAY,
the 27th instant, at 4 P.M.This Well-known Steamer is specially con-
structed for the service in the Tropics, and is
provided with superior accommodation and
with all modern fittings and improvements for
the safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and Stewardess
carried.For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 18th February, 1903. [200c]

Shipping.

STEAMERS.

WING ON STEAMSHIP COMPANY.
HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG."

Capt. Mison.

Departures from HONGKONG to MACAO,
Daily, at 7.30 A.M. SUNDAY including.Departures from MACAO to HONGKONG,
Daily, at 2 P.M. SUNDAY including.This Steamer is the fastest and has Superior
Cabin Accommodation.

FARES:

1st Class.....\$2.00

2nd ".....1.00

3rd "......50

Further Particulars may be obtained at the
Office of theWING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 24th January, 1903. [187c]

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG."

951 Tons, Captain Murphy, leaves HONG-
KONG for CANTON at 5.30 P.M. on SUN-
DAYS, TUESDAYS and THURSDAYS,returning to Hongkong the following days,
leaving Canton at 5 P.M. Unexcelled accom-
modation for First Class Passengers. Hot and
Cold Water lead on by Pipes to each Cabin.
Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey.

Meals \$1.00 each.

The Company's Wharf is East of the Hong-
kong Harbour Master's Office, and West of
Canton Boat Co's Wharf.

CHEUNG ON S.S. CO., LTD.

Hongkong, 17th January, 1903. [170c]

M. S. DOLLAR STEAMSHIP COMPANY.

FOR SAN FRANCISCO.

THE Company's Steamship

"ARAB."

Captain Gow, will be despatched as above
TO-MORROW, the 20th instant, at 5 P.M.This Steamer has Superior Accommodation
for First class Passengers and is fitted
throughout with Electric Light.For Freight or Passage, apply to
ARNHOLD, KARBURG & CO.,
Agents.

Hongkong, 16th February, 1903. [170c]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Dupuy Frumy, will be despatched for
the above Ports on or about SUNDAY, the
22nd instant.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 16th February, 1903. [1004c]

REGULAR SERVICE

BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	1,869	Tuesday, 24th February, at Noon.
ROSETTA MARU	N. Tate	1,876	Tuesday, 3rd March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House
Street.

Hongkong, 19th February, 1903.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the
above Port, TO-MORROW, the 20th instant,
at 10 A.M.For Freight or Passage apply to
DOUGLAS LARLICK & CO.,
General Managers.

Hongkong, 19th February, 1903. [199c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOI.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above
on SATURDAY, the 21st instant, at 3 P.M.This Steamer has Superior Accommodation
for First class Passengers, and is fitted through-
out with Electric Light.For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th February, 1903. [192c]

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GIBLARTAR."

Captain D. Morris, will be despatched for the
above Port on TUESDAY, the 24th instant.For Freight apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 16th February, 1903. [162c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"KASUGA MARU"

3,600 Tons, Captain H. Fraser, will be des-
patched for the above Port on FRIDAY,
the 27th instant, at 4 P.M.This Well-known Steamer is specially con-
structed for the service in the Tropics, and is
provided with superior accommodation and
with all modern fittings and improvements for
the safety and comfort of Passengers. Electric
Light and Refrigerator. Doctor and Stewardess
carried.For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 18th February, 1903. [200c]

Intimations.

WAI YUNG

PHOTOGRAPHER,

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902. [1393d]

Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS
Santal-Midy
is a spe-
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Gonorrhea, Cystitis,
Prostatitis, etc.

Obtained from
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Mysore
wood.

Unlike the sal-
dial oil of the
Rues, Santal-Midy
is perfectly safe,
palatable, and
causes no in-
conveniences.

Beware of imitations.
Each tiny Capsule
bears the name
SANTAL-MIDY.

8, RUE WITTE, PARIS

LEE LOONG.

Furniture, Blackwood, Plated Glass,
Crockery, Wares, Brasses and Iron
Bedsteads and Rattan Sofas
for whole set.JUST ARRIVED.
Nos. 1 & 2, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. [1404d]

Shipping.

Arrivals.

TAIWAN, British steamer, 1,109 H. Harder,
18th Feb.—Chefoo and Shanghai 15th
Feb. General—Butterfield & Swire.DAIGI MARU, Japanese steamer, 846 T. W.
Groves, 18th Feb.—Tamsui 15th Feb.
Amoy 16th, and Swatow 17th, General—
Osaka Shosen Kaisha.TAISHUN, Chinese steamer, 1,216, Nest, 18th
Feb.—Shanghai 15th Feb. General—C.
M. S. N. Co.NANKIN, British steamer, 2,527, G. M. Mont-
ford, 18th Feb.—Bombay and Singapore
15th Feb. General—P. & O. S. N. Co.LONGMOON, German steamer, 1,445, F.
Schulz, 19th Feb.—Canton 18th Feb.
General—Siemens & Co.

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LADIES' RAIN COATS, UMBRELLAS AND OVERSHOES FOR THE RAINY SEASON.

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IN VARIOUS PRICES, ALWAYS ENTERTAINING, ALWAYS GOOD FUN, WONDERFUL
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